

The China Mail.

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HONGKONG, THURSDAY, FEBRUARY 25, 1892.

日七廿月正年辰壬

PRICE, \$2 PER MONTH.

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HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL, \$10,000,000.
RESERVE FUND, \$6,000,000.
RESERVE, \$10,000,000.
PROFITS, \$10,000,000.

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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance up to \$200,000.
On Fixed Deposits—
For 6 months 3 per cent. per annum.
For 12 months 4 per cent. per annum.
For 18 months 5 per cent. per annum.
For 24 months 6 per cent. per annum.
In excess of \$200,000.

HONGKONG—INTEREST CHARGED.
6% on LOANS and Shares with full margin.
6% on Advances against Goods in neutral godowns.
7% on Current Account overdrafts.
7% on Advances against Goods in private godowns.

F. DE BOVIS, Chief Manager.
Hongkong, August 10, 1891. 1571

THE NATIONAL BANK OF CHINA, LIMITED.
AUTHORIZED CAPITAL, \$21,000,000.
RESERVED CAPITAL, \$5,000,000.

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Current Accounts opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on securities or goods in neutral godowns. Usual Bank Agency business undertaken.

Interest for 12 months 4 per cent.
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do. do. 1010 do. do. do. 1011 do. do. do. 1012 do. do. do. 1013 do. do. do. 1014 do. do. do. 1015 do. do. do. 1016 do. do. do. 1017 do. do. do. 1018 do. do. do. 1019 do. do. do. 1020 do. do. do. 1021 do. do.

Dead,—the most sublime portion of the English liturgy, presaging as it does so hopefully the Life to come and the sure but final conquest over Death—in a voice broken by strong emotion. As the procession formed for the cemetery, the

solemnly and spontaneously from the organ, adding to the intensity of feeling within the dimly-lighted church. The coffin was covered with innumerable wreaths of beautiful flowers—fit emblems of mortality—sent by old friends, former colleagues, and others associated professionally and socially with the deceased. The bearers were Messrs. Kingston, Whitall, Bayne, Borotta, Andreis, Stone, Dore, and Dodds, and Messrs. Reid, Reid,

which feast at the rear of the late Germana's tomb, Conul Zappa's tomb, overlooking the tower and bay. The day was beautifully fine, typical of the close of the winter and the beginning of the annual resurrection of the spring time, though a somewhat chill atmosphere prevailed. Doubtless the shocking nature of the tragedy, which cost Mr. Robinson's death inspired a part of these echoes of mourning, but even so, the grief must have been deep, for even though Mr. Robinson, during many years of his residence in Yokohama, had gained a host of warm friends, and a great, and exceptionally accomplished band of his life lived, who loved him, and had

caused a letter to be written to the United States Admiral, expressing unreserved pardon of the man by whose hand he had met his end, and conveying an earnest request that the utmost possible leniency might be shown in dealing with the case. It will be at least some consolation to his friends to know that 'the valley of the shadow' was illuminated for him by a conception so manly.

Mr. Gower Robinson's conduct as a man of honour into a very different relief. His recent visit to Kobe was an honest desire on his part to allay the suspicions and comments, which had been prevalent. While here he received information that his journey was looked upon as a cowardly flight from the vengeance of an infuriated husband. But whatever Mr. Robinson was, and whatever the nature of his journey, it was not the purpose of his visit to Kobe to be a cowardly flight from the vengeance of an infuriated husband. But whatever Mr. Robinson was, and whatever the nature of his journey, it was not the purpose of his visit to Kobe to be a cowardly flight from the vengeance of an infuriated husband.

coward, for he immediately returned to Yokohama, remarking that he would rather return to be made a target of than roaster under the imputation of cowardice. Not only did he return to face serious consequences, but friends of his assert that he offered to give satisfaction to the enraged husband by meeting him in a duel, an offer which the officer courageously refused.

declined to make advantage of. Mr Pore at once
was an old and tried friend of Mr Robinson,
and on the former returning from the
same time that he afterwards returned, he
invited to go for a drive by Mr Robinson's
Lieut. Hetherington, who is a very tall
sprung, upon a powerful bay saddle
riding, riding across Mr Pore at the deceased
Mr Pore instantly sprang to the ground and
grappled with the officer, at the
same time that he was driving the
driver for his life, he not thinking his
horse was so severely wounded. The
tussle was a prolonged one, for the assailant
was too powerful a man to be disarmed,
and he expressed his intention of emptying
the remaining contents of his revolver into
the

As to the motive for the attack, says the Japan Advertiser, it is not difficult to discern. Mr. Pons was known to the Japanese as a spy, and it was his duty to do so. He was a man of a certain character, and his actions were not surprising. He was a man of a certain character, and his actions were not surprising. He was a man of a certain character, and his actions were not surprising.

Robinson had been shot, men at once knew that it could be the work of but one man. In view of the sad result, we shall not anticipate the proceedings which are certain to follow. That justice was done is the cause of crime is as well established a fact as is the commission of the deed; what grounds existed for it, we shall not presume to say. It is sufficient at present to dwell upon the deplorable loss that this community has suffered. The sense of deprivation for the time shuts out all feelings of anger or resentment. During the few hours that immediately succeeded the shooting, men here, in spite of almost

incredible excitement. Many things were said which were only justified by the universal popularity of the victim, and the deliberate intention to murder which the circumstances of the assault seemed to indicate as existing in the mind of the assailant. Since, however, death has terminated the sufferings of the former, the predominant sentiment now is one of

long under the care of his mother, his father having died when the boy was as yet in tender years, Mr. Robinson entered the Hongkong and Shanghai Bank, where he remained till about a couple of years ago. It is no secret that he could on more than one occa-

care to leave Yokohama. But he had so many friends in the port: its associations were so dear to him, that he preferred to sacrifice something if only he could continue to reside here. During 1890 he relinquished his connection with the

of broker, his general popularity giving promises of success which the subsequent course of events has not belied. Recently he was joined in business partnership by Mr V. Blad. To say that Mr Gower Robinson was the best known man in Yokohama would be

him, be no exaggeration. In many of his accomplishments, his richly cultured mind, would have ensured him even without other considerations a wide circle of friends. But the deceased gentleman had been endowed far beyond the map of ordinary mankind. To gifts of the most varied kind there were joined in his case the richest attainments of modern education, and personal attractions of the rarest sort. He was probably the best known, and most cordially liked man in Yokohama. At this moment only bitter regret is felt that death should thus violently bear from our midst so bright, so promising a spirit.

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMADIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI,
PLYMOUTH AND LONDON.
ALSO
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.
N.B.—Cargo can be taken on through Bills
of Lading for SINGAPORE, PENANG,
COLOMBO, MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, HAMBURG, NEW YORK AND
BOSTON.
SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
MIRAFLORES, Captain R. HARVEY,
with Her Majesty's Mail, will be de-
parted from this office for LONDON via BOM-
BEY, SUEZ, CANAL, on THURSDAY
3rd March, at Noon.
Cargo will be received on board until 4
p.m. on the day before sailing.
Suez and Valuable for Europe will be
transhipped at Colombo; General Cargo
for London will be conveyed direct to BOM-
BEY, without transhipment, arriving one week
later than the ordinary direct route via
Colombo. Tea will be sent either via BOM-
BEY or Colombo according to arrangement.
Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

U. S. S. N. C. O. S. N. C. O. S. N. C. O. S.
Hongkong, February 22, 1892. 361

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Canton, on THURSDAY, March 10.
Belgian, on THURSDAY, April 28.
Oceanic, on THURSDAY, April 28.

THE Steamship GALICIA will be
despatched for San Francisco, via
Yokohama, on THURSDAY, 16th March,
at 1 p.m., connection being made at
Yokohama for
PANAMA PORT.

RATES OF PASSAGE.
First Class, Hongkong, First Class,
To San Francisco, Vancouver,
Victoria, Esquimaux, Port
Wentworth, Port Townsend,
Seattle, Tacoma, Port-
land, O., \$225.00
To Liverpool and London \$325.00
To Havre and Bremen \$345.00
To Havre and Hamburg \$353.00
Through Passage Tickets granted to Eng-
land, France, and Germany by all
trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

DESTINATION.

30 day

Continental

Transit

30 day

Continental

Transit

30 day

Continental

Transit

30 day

Continental

Transit

30 day

Continental

Transit

30 day

Continental

Transit

30 day

Continental

Transit

30 day

Continental

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA.
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS.
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.
THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.
N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SATURDAY, the 6th day of March,
1892, at 3 p.m., the Company's
Steamship **NECKAR**, Captain J. HUBER,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at GENOA.
Shipping Orders will be granted till 5
p.m. on the 4th March; Cargo will be
received on board until 1 p.m., Specie and
Parcels until 10 a.m. on the 6th March.
(Parcels are not to be sent on board; they
must be left at the Agent's Office). Con-
tents of Packages is required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewards.
For further Particulars, apply to
MELBOURN & Co.,
Agents.
Hongkong, February 16, 1892. 318

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA AND SAN
FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.
China, on WEDNESDAY, Mar. 23.
City of Peking, on SATURDAY, April 18.
Honolulu, on SATURDAY, April 18.

THE U. S. Mail Steamship CHINA
will be despatched for SAN FRAN-
CISCO via YOKOHAMA, on WEDNES-
DAY, the 23rd March, at 1 p.m., taking
Passengers and Freight for Japan, the
United States, and Europe.

RATES OF PASSAGE
From Hongkong, First Class,
To San Francisco, Vancouver,
Victoria, Esquimaux, Port
Wentworth, Port Townsend,
Seattle, Tacoma, Port-
land, O., \$225.00
To Liverpool and London \$325.00
To Havre and Bremen \$345.00
To Havre and Hamburg \$353.00
Through Passage Tickets granted to Eng-
land, France, and Germany by all
trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

DESTINATION.

30 day

Continental

Transit

30 day

Continental

Transit

30 day

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Transit

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Continental

Intimations.

For a most comfortable, remarkably easy, luxurious
and delightful drive see America's celebrated
Mendenhall Road, with interchanges
and bridges, fully warranted.
They are the best,
most comfortable, and
most convenient high
class drives known. Thousands of testimonials
attest to their excellence. Can be had from dealers or direct from
Messrs. A. H. Mendenhall, 110 Broadway, New York.
The original and only genuine "Mendenhall Road"
drives of worth are imitations, and built upon
inferior material. "A" quality drive.
Drive from, or to, Genoa, Leghorn, and
Naples, Queen's Road, opposite Hongkong Hotel.

I took CURE.
I took SICK.
I took SCOTT'S
EMULSION

RESULTS.
I take My Meals.
I take My Rest.
AND I TAKE MY EXERCISES TO TAKE
ANYTHING I CAN LAY MY HANDS ON
GETTING FIT FOR SCOTT'S
EMULSION OF PURE COD LIVER OIL
AND HYPOPHOSPHITES OF LIME.
SCOTT'S EMULSION NOT ONLY CURED MY INDI-
GESTION, BUT IT BUILT ME UP, AND IS NOW PUTTING
FLESH ON MY BONES.

AT THE RATE OF A HUNDRED LBS. I
TAKEN IT JUST AS EASILY AS I DO NOW.
SCOTT'S EMULSION IS NOTHING NEW.
SCOTT'S EMULSION IS BEING WONDERFULLY
DAILY. THOUSANDS ARE BEING CURED
AS THEIR OIL TAKE NO OTHER.
SCOTT & BOWNE LIMITED,
47 FARRINGTON ST., LONDON, E.C.

SCOTT'S EMULSION
Sole Agents for China and Hongkong:
Messrs. A. S. WATSON & Co., Ltd.

Vol. XIX.—No. 6.
'CHINA REVIEW'

NOW READY.

The issue of the last three Nos. of the
'China Review' has been delayed by
various causes. This No. contains the
Ninth Volume, and it has been de-
termined to publish the next Volume (Vol.
XX) during the current year (1892), thus
avoiding the inconvenience hitherto felt of
the volumes beginning and ending in the
middle of the year. Every effort will be
made to issue the six parts within the year.

SAILOR'S HOME.
ANY CAST-OF CLOTHING, BOOKS, or
PAYMENTS will be thankfully received at
the Sailor's Home, West Point.
Address: Care of Superintendent.

SHARE LIST.—QUOTATIONS.—Feb. 25, 1892

Stocks.

Value.

Price.

Closing Quotations.

Value.

Price.

Closing Quotations.

Value.

Price.

Closing Quotations.

Value.

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Closing Quotations.

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Closing Quotations.

Value.

Price.

Closing Quotations.

Value.

Price.

Closing Quotations.

Intimations.

PRIVATE BOARD & RESIDENCE.
MRS. FALCONER has VACANIES
for GENTLEMEN RESIDENT BOARDERS,
at Kowloon, Victoria View.
Hongkong, July 13, 1891. 1388

TRADE MARK.

CALDER, MACGREGOR &
Co.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD,
Hongkong, August 16, 1891. 1619

NEW YEAR
PRESENTS.

REDUCTION IN PRICE!
REDUCTION IN PRICE!!

WATERBURY WATCHES
(Most Reliable and Accurate Timekeepers)
E. SERIES
IS NOW OFFERED FOR
2 DOLLARS 50 CENTS each.
GENTLEMEN'S J. SERIES @ \$4.75 EACH.
LADIES' L. SERIES @ \$4.75 EACH.
Inspection is respectfully invited.
MITCHELL BROS. & KAISHA,
5, QUEEN'S ROAD, CENTRAL,
Hongkong, December 11, 1891. 2301

NOW READY.

THE COMMERCIAL LAW AFFORDING
INGUISHING, with special refer-
ence to PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS IN HONGKONG.
Copies may be had at the China Mail
Office, and at Messrs. LEE, CHAN YONG &
Co., Price, 75 cents.

Not Responsible for Debts.
Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:
ARON, Norwegian bark, Capt. A. Christ-
ensen.—Kong Wing Tai.
PATRIARCH, American ship, Captain E. R.
Stirling.—Jardine, Matheson & Co.
STANFIELD, British bark, Capt. J. Clark.
Wielor & Co.
Tutor, British steamer, Capt. Waring.
Dodwell, Carlin & Co.
Torrington, British str., Capt. Bernick.
Dodwell, Carlin & Co.

Her Britannic Majesty's Ships on the China Station.

Name.

Flag and Rig.

Tons.

Guns.

E.P.

Captain.

Where at.

Name.

Flag and Rig.

Tons.

Guns.

E.P.

Captain.

Where at.

Name.

Flag and Rig.

Tons.

Guns.

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Guns.

E.P.

Captain.

Where at.

Name.

Flag and Rig.

Tons.

Guns.

E.P.

Captain.

Where at.

Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the
Shipping midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name	Flag and Rig.	Tons.	Date of Arrival	Agent or Agents	Destination	Remarks
Argus	Brit. str.	1822	Feb. 10	Geo. R. Stevens & Co.	Sydney	To-day
Arcton	Brit. str.	1892	Feb. 25	David Sassoon, Sons & Co.	Sydney	27th inst.
Batavia	Brit. str.	1891	Feb. 23	Dodwell, Carlin & Co.	Sydney	27th inst.
Bombay	Brit. str.	1891	Feb. 23	Dodwell, Carlin & Co.	Sydney	27th inst.
Bombay	Brit. str.	1891	Feb. 23	Dodwell, Carlin & Co.	Sydney	27th inst.
Bombay	Brit. str.	1891	Feb. 23	Dodwell, Carlin & Co.	Sydney	27th inst.
Bombay	Brit. str.	1891	Feb. 23	Dodwell, Carlin & Co.	Sydney	27th inst.
Bombay	Brit. str.	1891	Feb. 23	Dodwell, Carlin & Co.	Sydney	27th inst.
Bombay	Brit. str.	1891	Feb. 23	Dodwell, Carlin & Co.	Sydney	27th inst.
Bombay	Brit. str.	1891	Feb. 23	Dodwell, Carlin & Co.	Sydney	27th inst.

Her Britannic Majesty's Ships on the China Station.

Name.

Flag and Rig.

Tons.

Guns.

E.P.

Captain.

Where at.

Name.

Flag and Rig.

Tons.

Guns.

E.P.

Captain.

Where at.